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INFORMATION REPORT

CD NO

COUNTRY USSR (Kuibyshev Oblast)

DATE DISTR. 14 March 1952

SUBJECT Aircraft Plant in Krasnaya Glinka

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INFO.

REFERENCE

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SUPPLEMENT TO
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SOURCE

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1. [] engineers who lived in Krasnaya Glinka (53°21'N/50°12'E), Kuibyshev Oblast, reported that 2 km from Krasnaya Glinka was an aircraft plant which had a factory airfield attached to it. (1)
2. The plant, a Junkers aircraft plant which had been transferred, produced five or six jet aircraft every day. Half of them were returned to the plant after the test flight. (2) In the summer of 1949 a new experimental aircraft was being tested. One of them crashed. The flight time of the jet aircraft was about 90 minutes, which, according to the German engineers, was a noteworthy performance. (3)
3. Living conditions were rather poor. The German workers admitted that the pay was adequate, but it often happened that German workers were dismissed because of alleged inefficiency and then had to be supported by their fellow Germans. For this reason the Germans had founded a sick fund and relief fund which required rather high contributions. There were inner tensions among the Germans since the leading engineers applied the Stakhanov system even to their colleagues.
4. As of the summer of 1949 two Germans had been sentenced. One of them, a young engineer, was sentenced to 20 years of forced labor when he was unable to work because of a fit of malaria. A young girl was sentenced to 15 years of forced labor because she got involved in a brawl with Soviet supervising personnel who had ordered a body check of her. Promotions and demotions were an everyday procedure. Many of the engineers and foremen as a punishment had repeatedly been employed as unskilled workers for months at a time. Requests that widows, old and frail people, and juveniles who had not yet received a professional training be returned to Germany were never answered by the Soviets. (4)

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Comments.

- (1) The statements made by source agree with available information, but it must be taken into consideration that only rarely did PW's enter the area of the aircraft plant concerned. In most cases the information transmitted is based on what German engineers told the PW's about their lives and activities.

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- (2) According to [redacted], the frame work of this plant was completed by the fall of 1940. Even if it is assumed that the winter of 1940 was used for the installation of the plant, the output given here of five or six aircraft daily appears rather high. On the other hand, this helps explain the high number of aircraft which after testing were returned to the plant for the elimination of major deficiencies.
- (3) It is unclear whether this flight time was made possible by a reduction in the turbine's fuel consumption resulting from an improved design, by a suitable fitting of the fuel tanks or by the installation of auxiliary tanks. Source vaguely remembered that the plane was a twin-engine craft with its engines suspended from the wings but this seems doubtful.
- (4) Paragraphs 3 and 4 agree with the picture, previously reported, of the living conditions of the [redacted] engineers. Forced labor sentences have, however, not been reported so far.

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